

FIG. 1

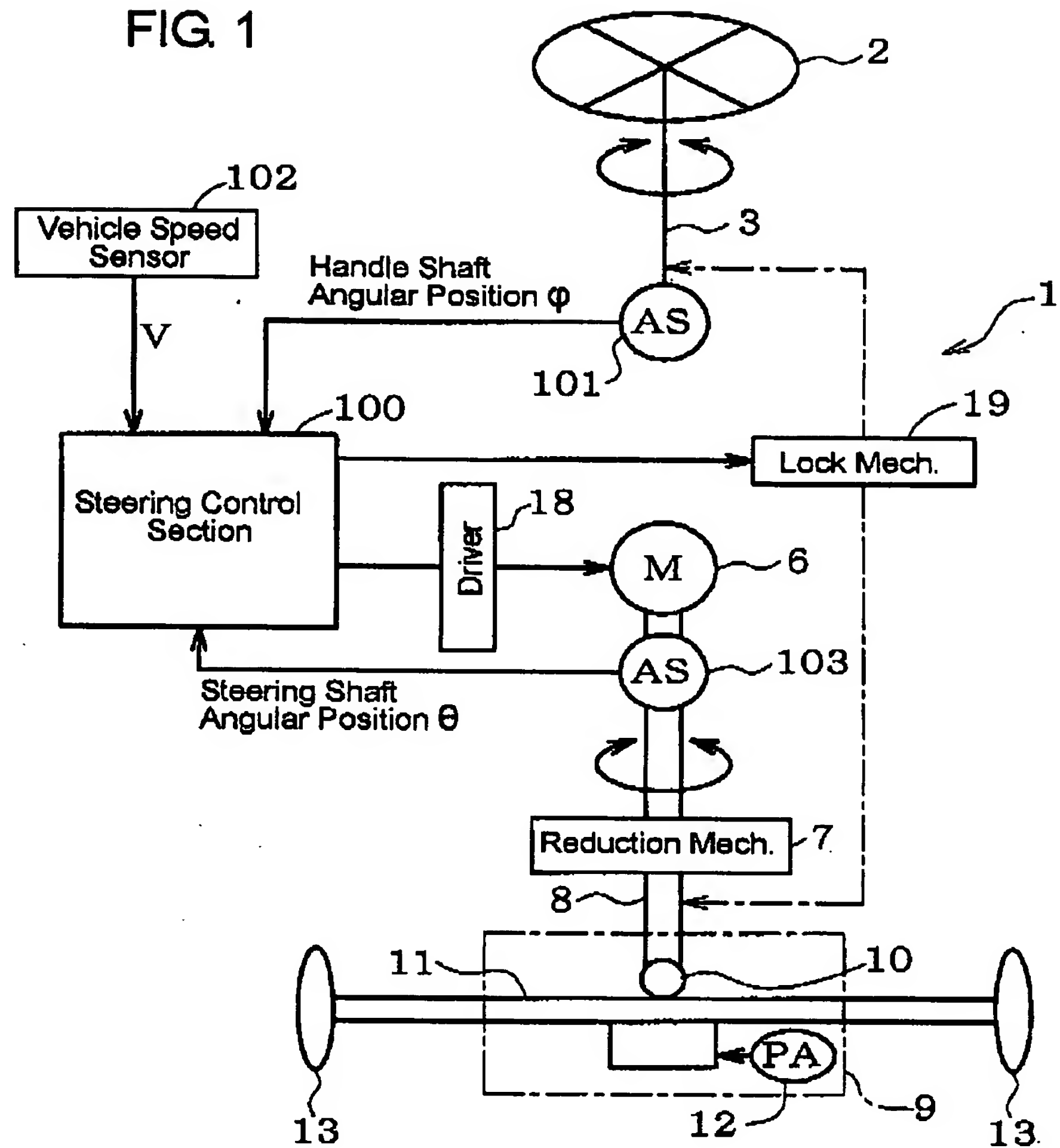


FIG. 2

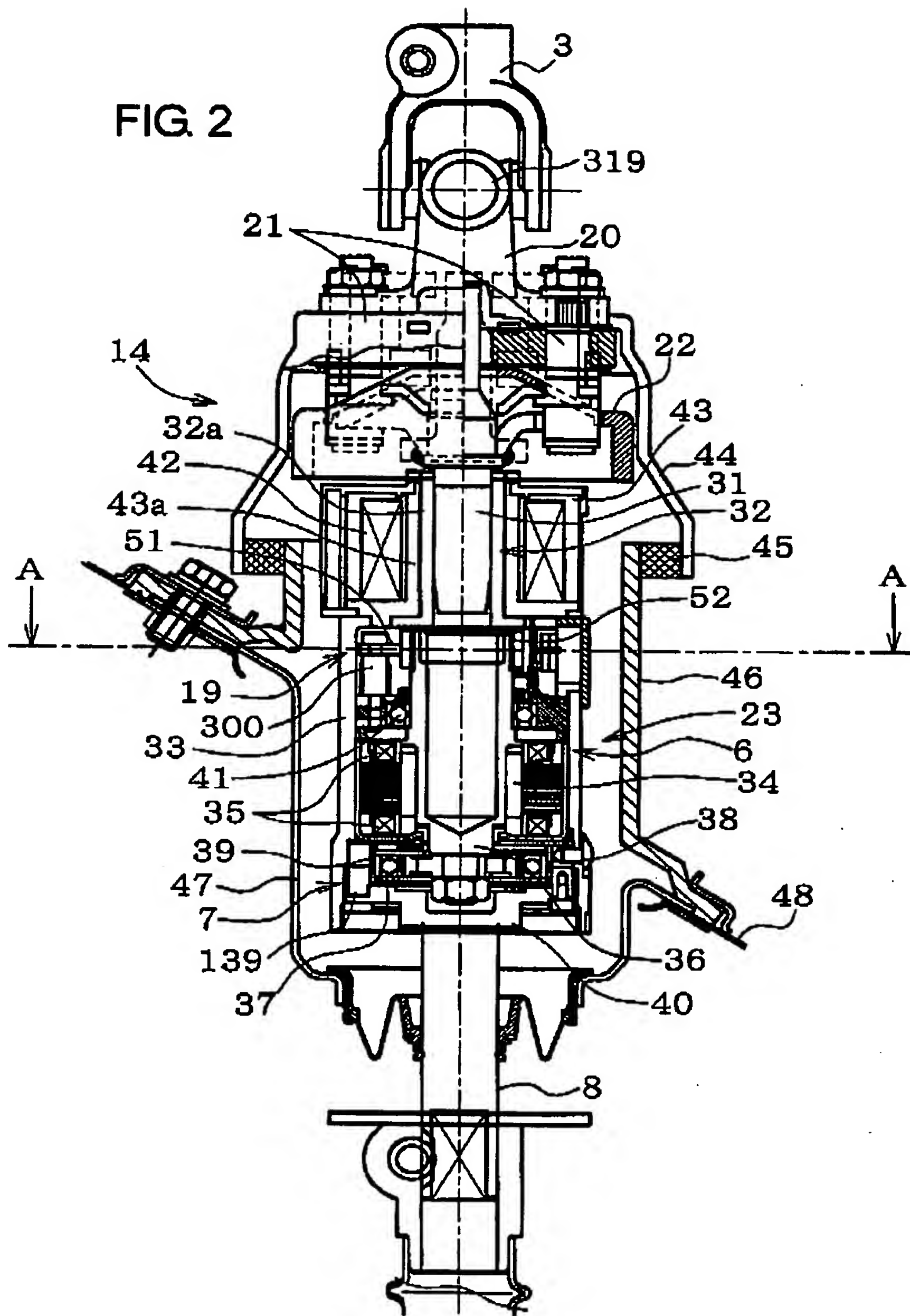


FIG. 3

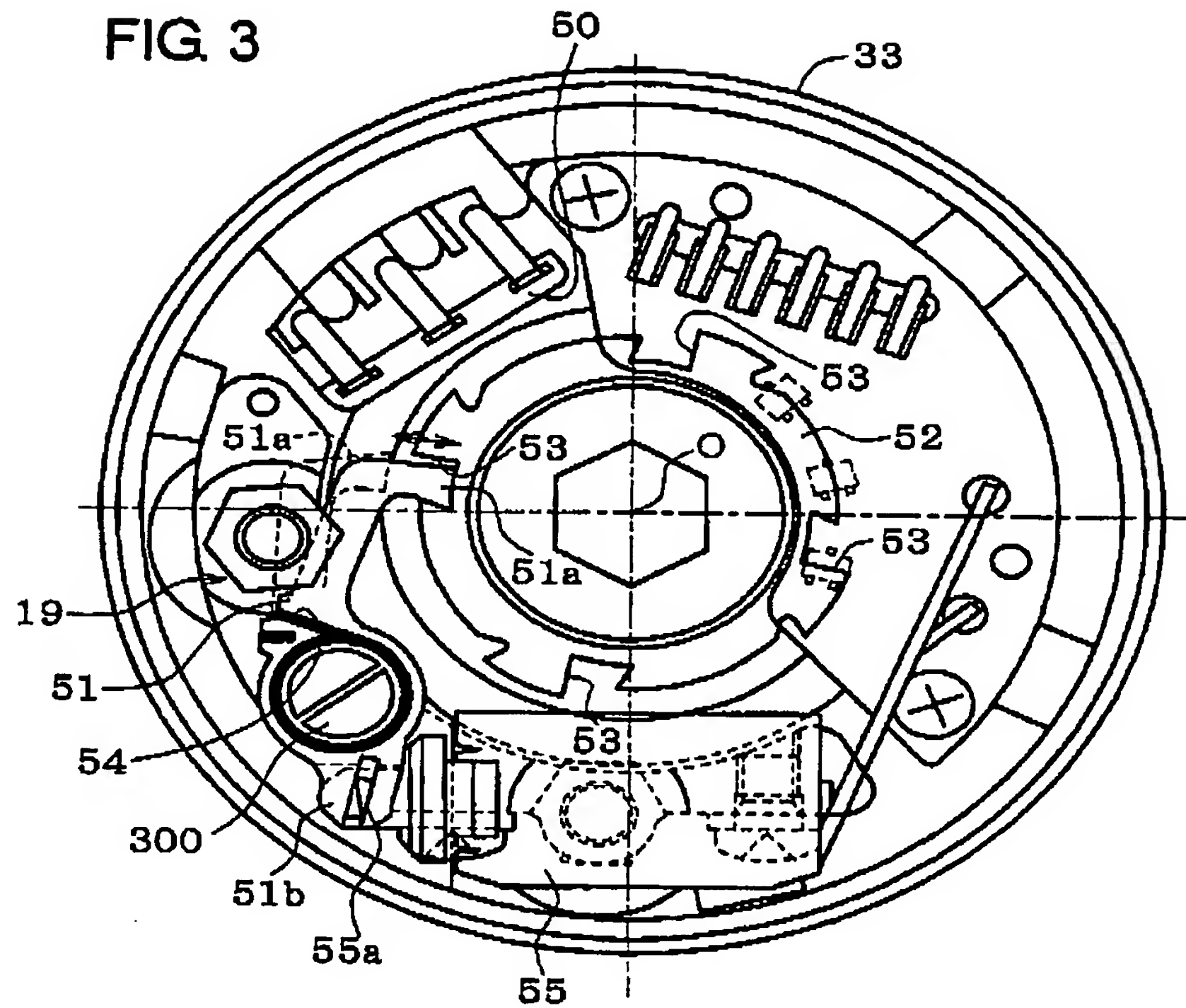


FIG. 4

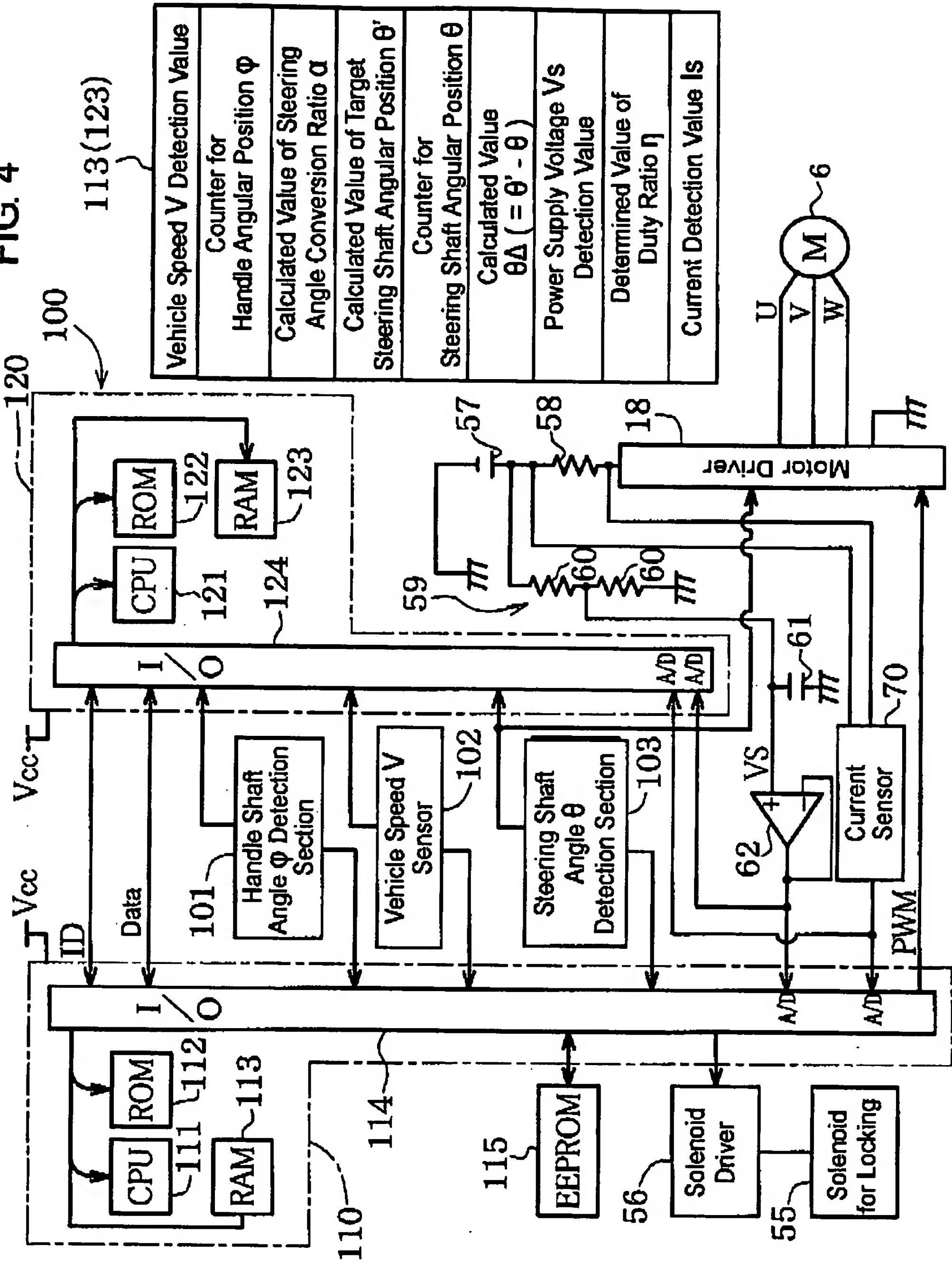


FIG. 5

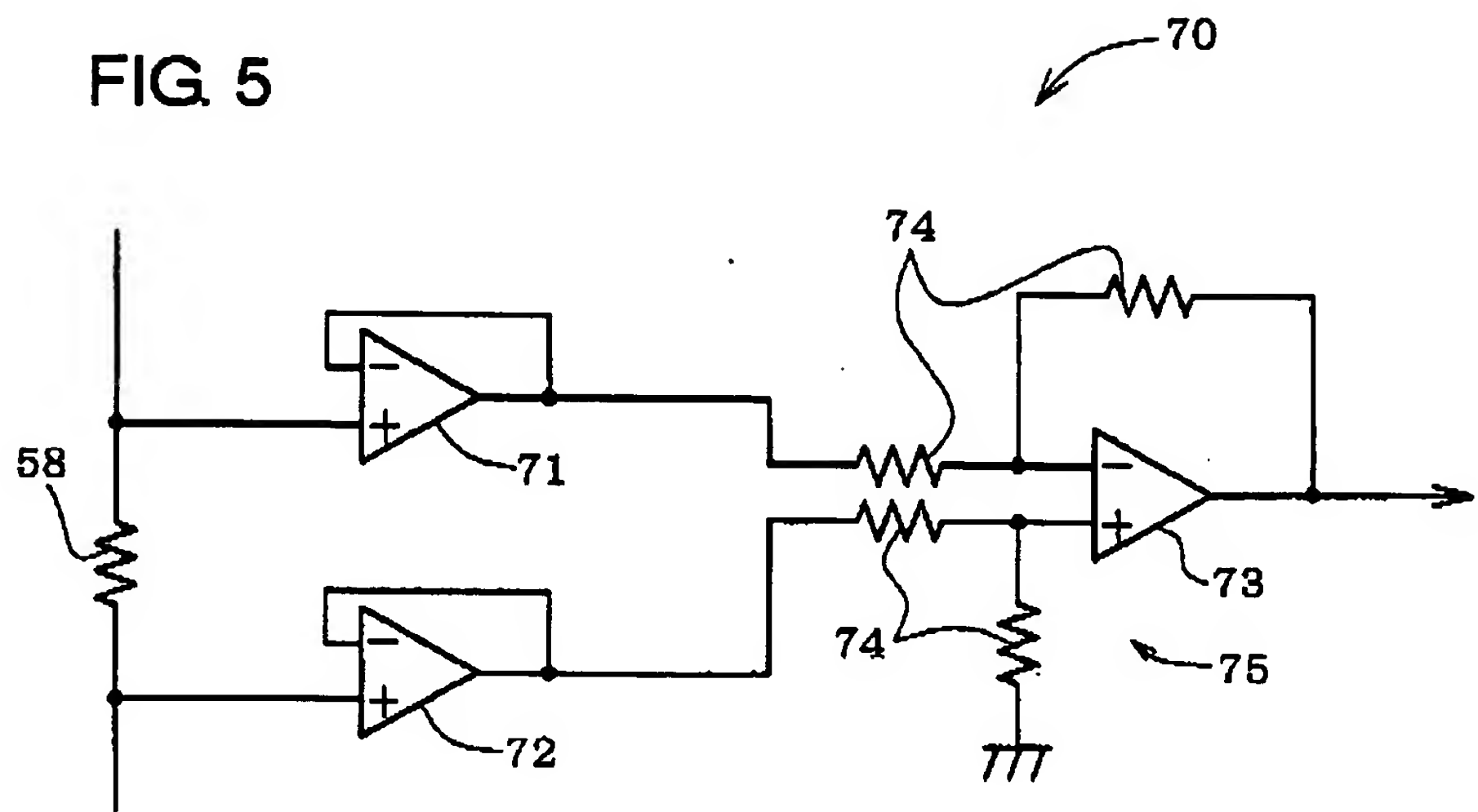


FIG. 6

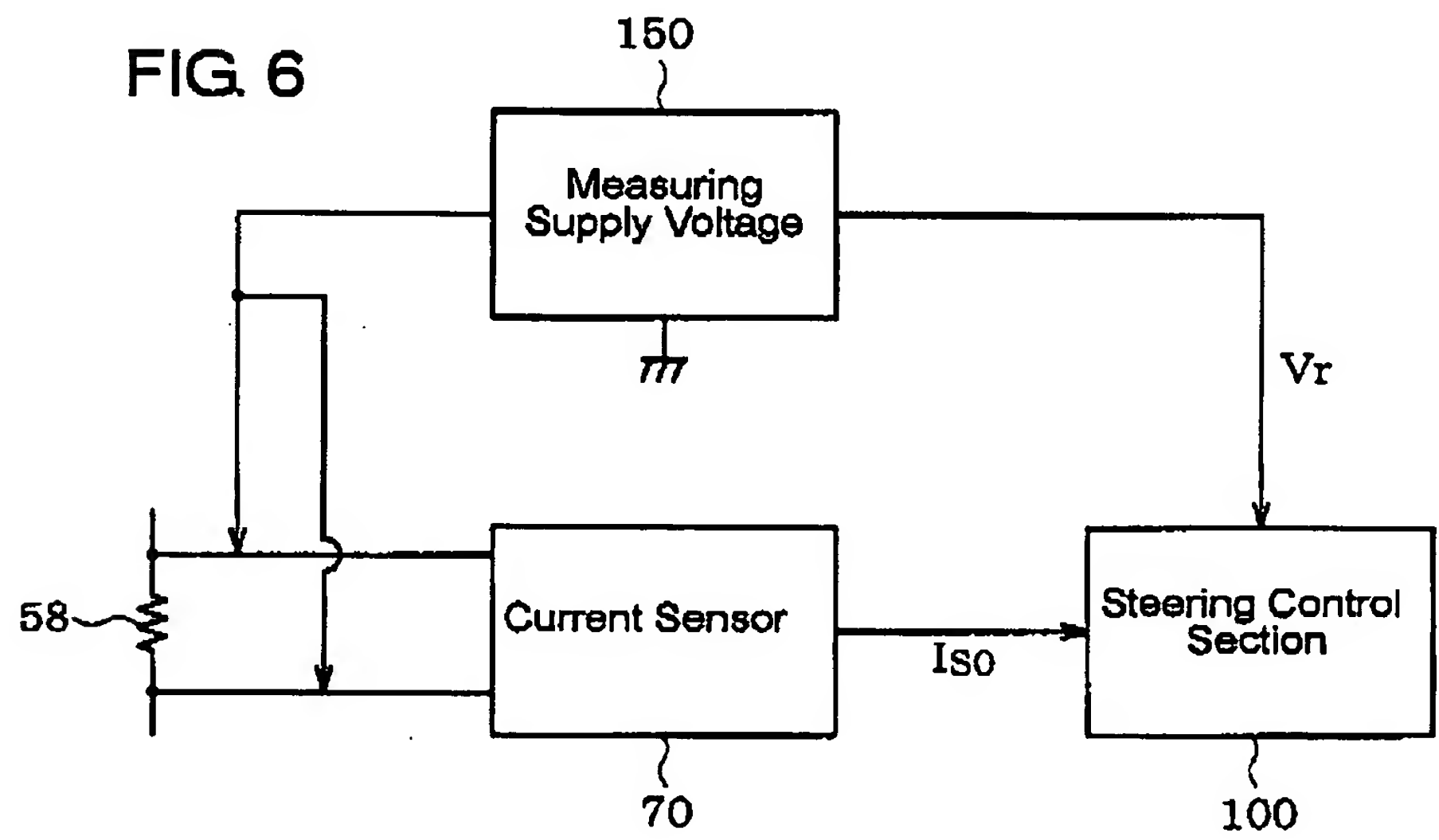


FIG. 7

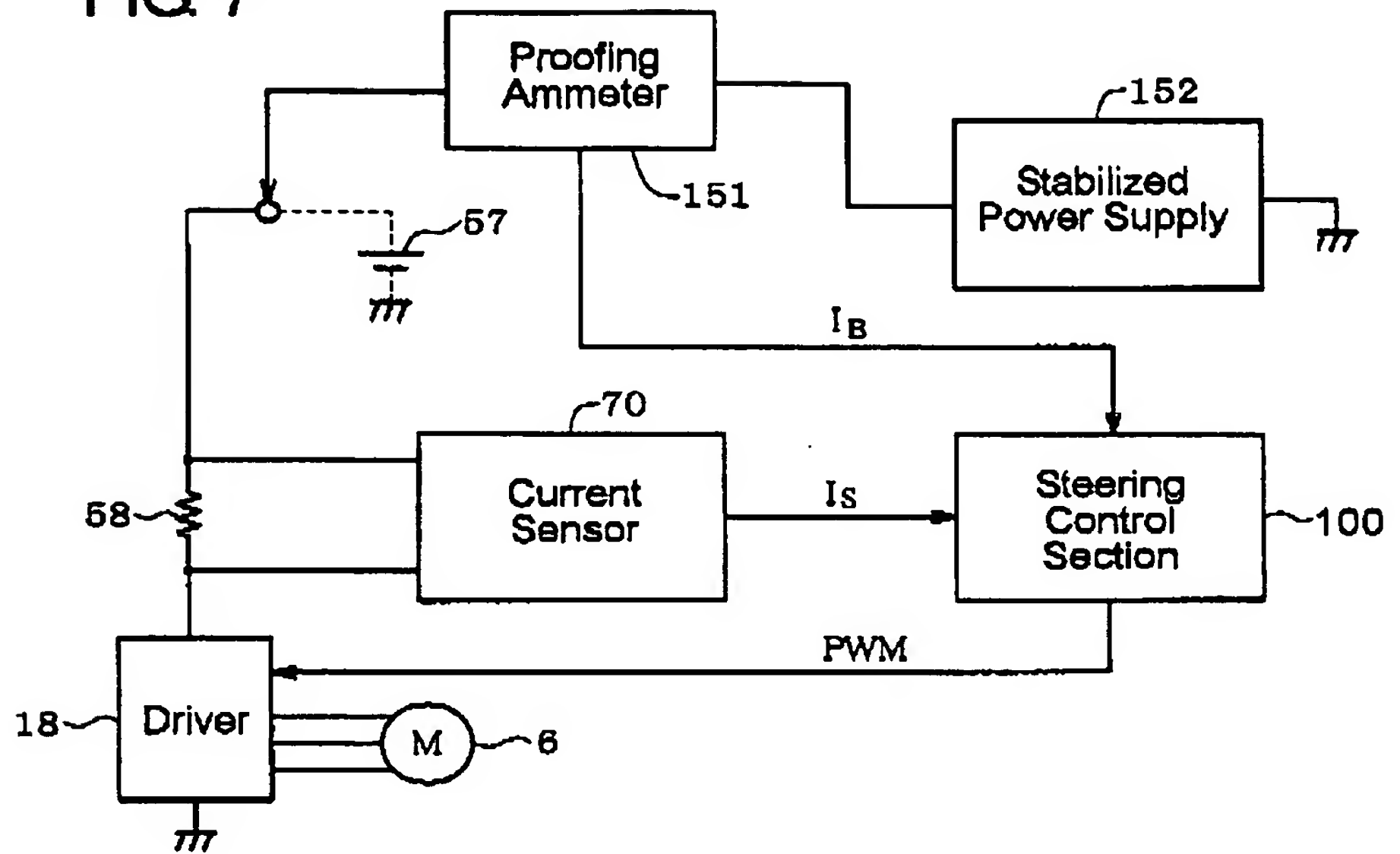


FIG. 16

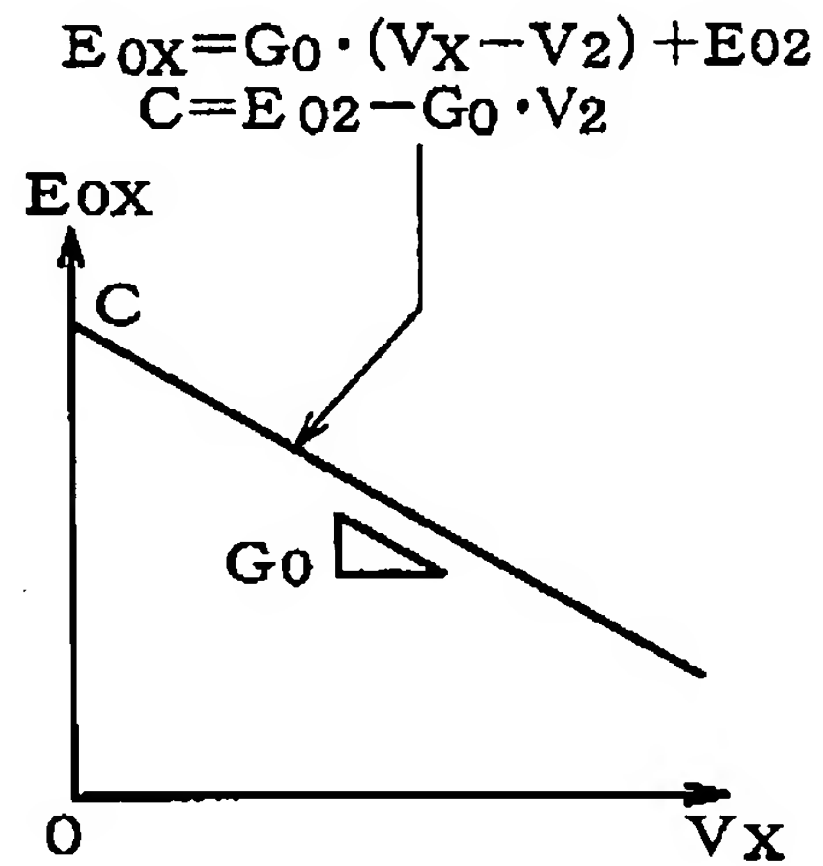


FIG 8

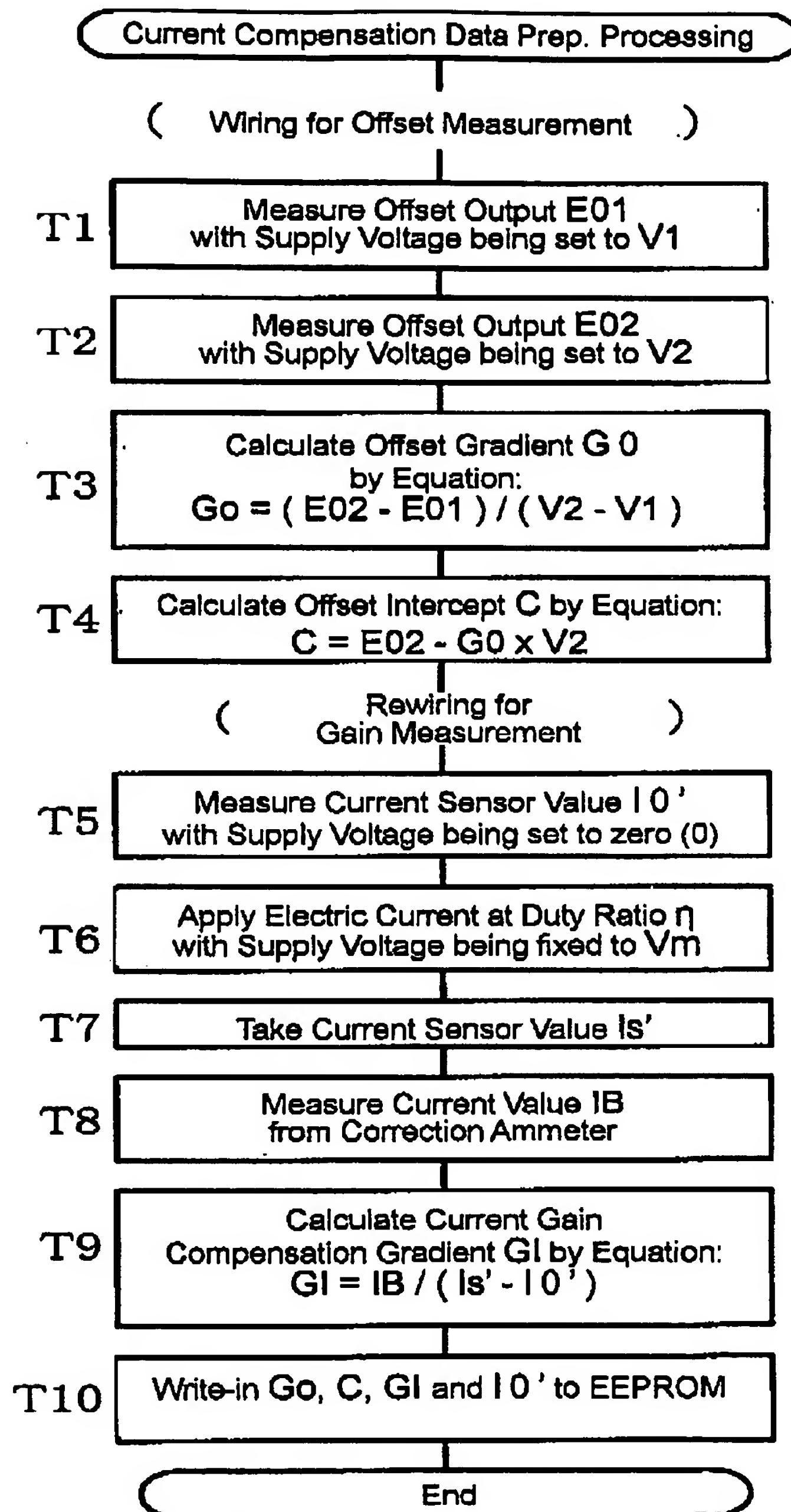


FIG. 9

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Vehicle Speed (V)	V <sub>1</sub>	V <sub>2</sub>	V <sub>3</sub>	.....	V <sub>n</sub>
Steering Angle Conversion Ratio (α)	α <sub>1</sub>	α <sub>2</sub>	α <sub>3</sub>	.....	α <sub>n</sub>

$\alpha = \theta / \varphi$

φ : Handle Shaft Angular Position

θ : Steering Shaft Angular Position

FIG. 10

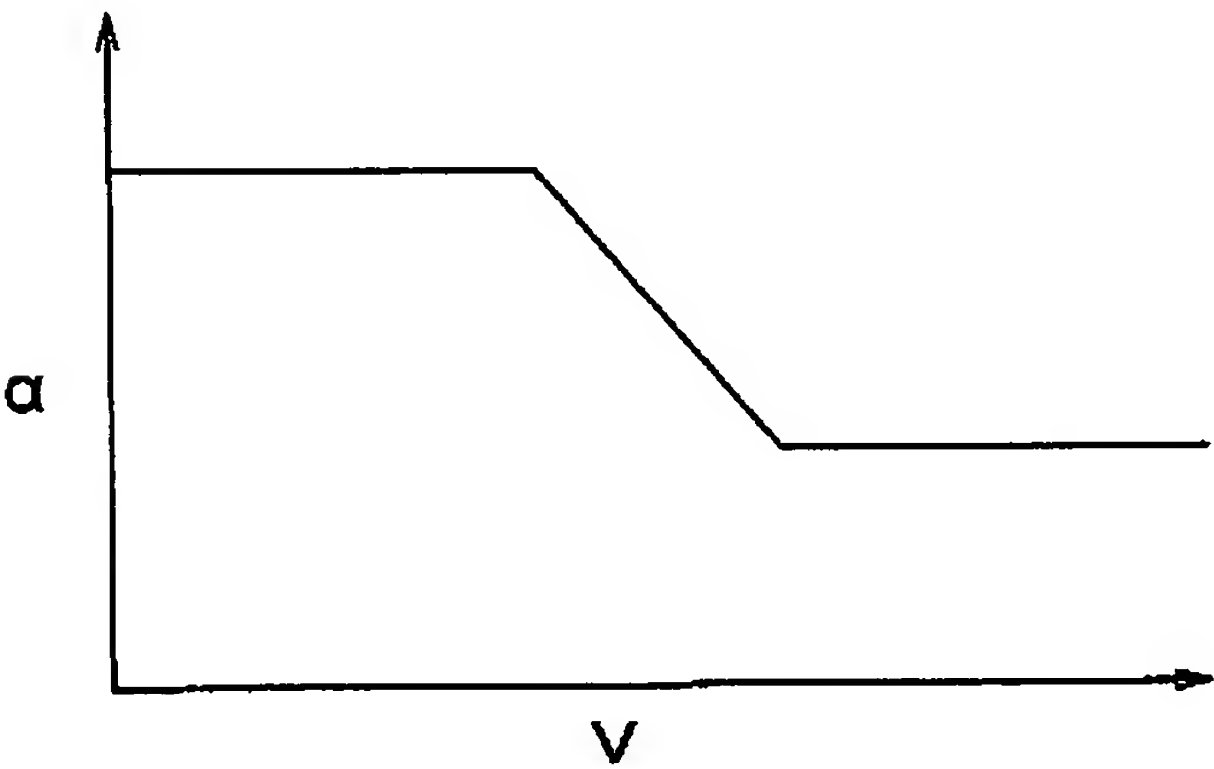




FIG. 11

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$\Delta \theta \backslash V_s$	$V_{s1}$	$V_{s2}$	$V_{s3}$	$V_{s4}$	...	$V_{sn}$
$\Delta \theta_1$	$\eta_{11}$	$\eta_{12}$	$\eta_{13}$	$\eta_{14}$	...	$\eta_{1n}$
$\Delta \theta_2$	$\eta_{21}$	$\eta_{22}$	$\eta_{23}$	$\eta_{24}$	...	$\eta_{2n}$
$\Delta \theta_3$	$\eta_{31}$	$\eta_{32}$	$\eta_{33}$	$\eta_{34}$	...	$\eta_{3n}$
$\Delta \theta_4$	$\eta_{41}$	$\eta_{42}$	$\eta_{43}$	$\eta_{44}$	...	$\eta_{4n}$
$\vdots$	$\vdots$	$\vdots$	$\vdots$	$\vdots$	$\vdots$	$\vdots$
$\Delta \theta_m$	$\eta_{m1}$	$\eta_{m2}$	$\eta_{m3}$	$\eta_{m4}$	...	$\eta_{mn}$

$\eta$  : Duty Ratio

$$\Delta \theta = \theta' - \theta$$

$\theta'$  : Target Steering Shaft Angular Position

$\theta$  : Present Steering Shaft Angular Position

FIG. 12

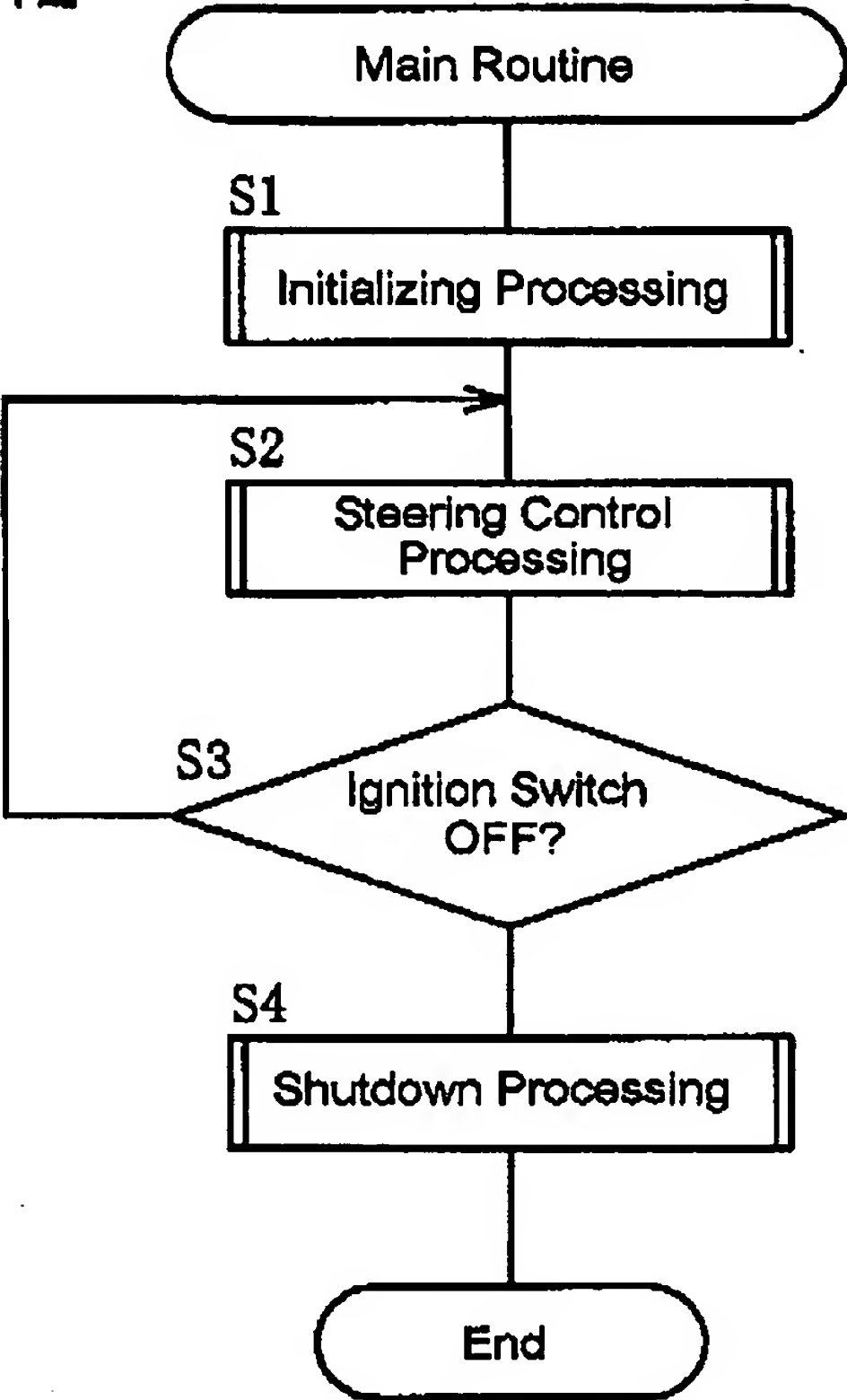


FIG. 13

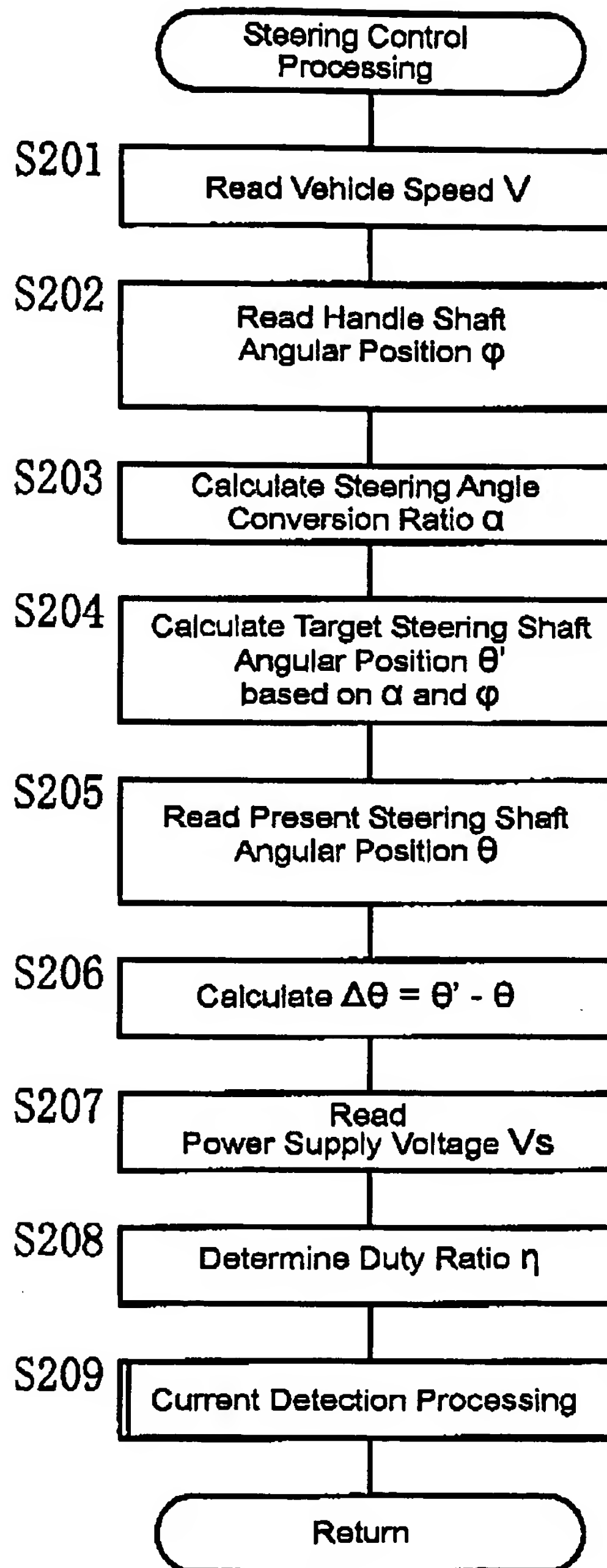


FIG. 14

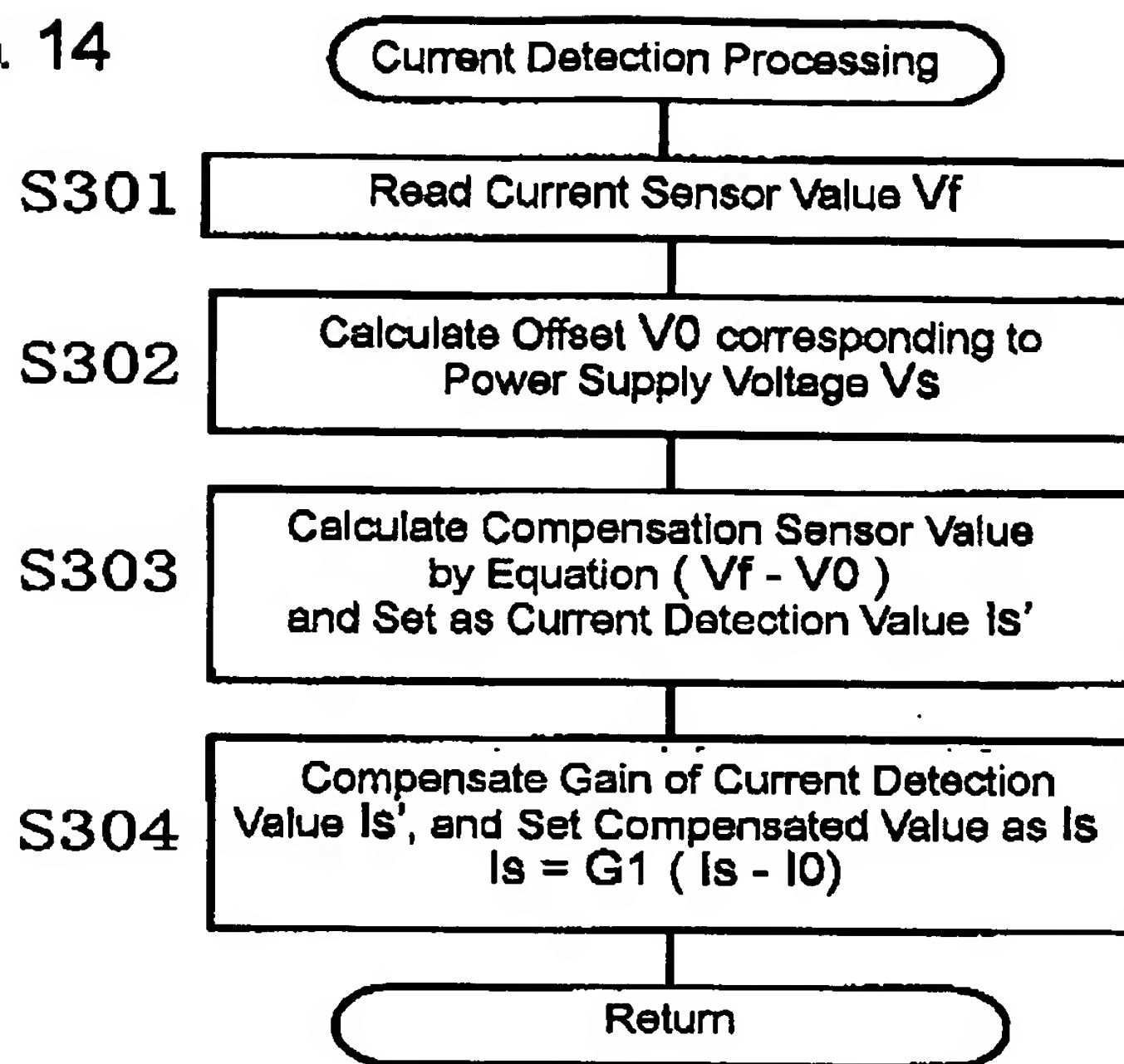


FIG. 15

